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號八百二十六萬一號 日七月初三二年三月七日 HONGKONG, SATURDAY, APRIL 16TH, 1910. 大英圖書館

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[134-1]

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Hongkong, 21st September, 1905. [432]

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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
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[128]

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Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer. Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

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Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strengths of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a Genuine Disinfectant Fluid.

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[1134-1]

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[1565]

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The Broken

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*The Daily Press.*

HONGKONG, APRIL 16TH, 1910.

In view of the Hon. Mr. MURRAY STEWART's protest in the Colonial Press against the proposed sale by the Government of what he termed "the finest site in the Colony," the proceedings at the meeting of the Legislative Council on Thursday were invested with considerable interest, and though the resolution which the hon. gentleman submitted in favour of reserving the plot of land in question failed to find any support beyond the seconder it was not altogether without effect. It helped to focus public attention to a matter which otherwise would not have received notice commensurate with its importance, and, what is perhaps of more value, it helped to dispel the confusion of thought into which many had fallen and to bring the points at issue into a clearer light, thereby making it much more easy for the general community to come to a satisfactory decision on the question submitted to its judgment. In the first place it will be admitted by all who have followed recent debates in the Legislative Council that there have been occasions when the hon. Mr. MURRAY STEWART presented arguments which were much more convincing than he did in opening the debate on Thursday as to the wisdom of the sale contemplated by the Government. He was not heard at his best, even though advocating a pet scheme, and his oration failed to secure the response which this speaker has readily awakened on other occasions. It was at once apparent that he

was leading a forlorn hope, and the array of facts presented by His Excellency immediately after the hon. gentleman resumed his seat proved the frontal attack which was to decide the day. No doubt it is a beautiful idea to conceive of Hongkong's civic pride finding pompous expression in a granite building of classic design, in a noble City Hall worthy of the race to which the Colony belongs, and were the project not preceded by so many others for needed public works, we can well imagine that it would appeal to the imaginations of our citizens. But the scheme for a City Hall has not found general support and for good reasons. The existing City Hall has not been proved inadequate. Its structure is not free from criticism, but its accommodation is ample for the needs of the community. Even were it otherwise, the Colony might well hesitate to give its support, to a scheme such as the Hon. Mr. MURRAY STEWART has in mind of a granite building the cost of which no one has yet had the temerity to put into figures. But apart from the consideration of a City Hall, there seems to be little reason for the plot to be reserved in the circumstances now made known. It does not form part of the ornamental rectangle, and while there is just the possibility that it might ultimately be required for some public office the contingency is so remote as to hardly justify the Government in depriving the community of the needed money which its disposal would bring to the public purse. The arguments submitted by His EXCELLENCE were irrefutable, and we think the community will agree that the Government has acted wisely in accepting the offer made to it. Varying opinions have been passed as to the price offered, six lakhs of dollars, but, remembering the restrictive conditions to be imposed, the figure must be regarded as very satisfactory. Another interesting statement was made by His EXCELLENCE when he read the telegram from the Secretary of State announcing that the sum of £29,000 had been inserted in the Estimates for the coming year as a grant from the Imperial Funds to Hongkong in respect of the loss of the opium revenue. Probably this is regarded as a substantial contribution, but, even with the subsequent grants for the two following years, we would hesitate to say that they go very far in meeting the Colonial loss of revenue arising from Hongkong carrying out the Imperial policy in the matter of opium restriction. As we have said before, the loss cannot be measured merely by the lowered value of the Opium Farmer's tender, but loss of trade depreciation of property, and its operation in other directions have to be taken into account.

The meeting of the Jockey Club to-day begins at 12.30.

It is reported that a merchant doing important business in Macao has taken his departure rather hurriedly from the Colony.

As will be seen from our advertising columns the "Empress" steamers are now timed to depart from Hongkong at 6 p.m. instead of 7 a.m.

The latest news by mail regarding Lady Lugard is that her ladyship is progressing favourably, but is not yet allowed to receive visitors.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 2nd April amounted to 25,060.97 tons and the sales during the period to 24,439.90 tons.

A series of Sunday evening meetings has been arranged by the Y.M.C.A. The first meeting takes place on Sunday, when Bishop Lander addresses a special meeting for men on "What think ye of Christ?"

The Messageries Maritimes s.s. *Cachan* in place of the s.s. *Salazie* left Saigon yesterday at 4 p.m. and is expected to arrive here on Tuesday the 19th instant, and will probably leave for Shanghai and Japan on the same night.

As a rioter endeavoured to avoid a truck when passing the Naval Yard on Thursday night, it collided with a tramcar, and the passenger, a Mr. Remedios, was thrown out. The shaft of the rioter was broken, and the traveller was considerably shaken by his fall, but not seriously hurt.

At the annual meeting of the Literary and Debating Society in connection with the Y.M.C.A. the following officers were elected for the ensuing year: President, Mr. H. Sykes; 1st vice president, Mr. W. H. Embery; 2nd vice president, Mr. E. B. Cuboy; secretary, Mr. P. Currie; treasurer, Mr. R. Taylor; Committee: T. Fuller and A. MacKensie.

Part of the offerings at St. John's Cathedral to-morrow, the 3rd Sunday after Easter, will be given to the funds of the British and Foreign Bible Society. Matins will be sung at 11, at which the preacher will be the Bishop in Kwangsi and Hunan (Dr. Banister, formerly Archdeacon of Hongkong). Matins will be immediately followed by a second celebration of the Holy Communion, an entirely distinct service. The preacher in the evening will be the Bishop of Victoria.

## TELEGRAMS.

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DAILY PRESS EXCLUSIVE SERVICE.

ANTI-FOREIGN RIOTING AT  
CHANGSHA.

PEKING, April 15th.

The rioters at Changsha have burned the Governor's yamen, as well as the Wesleyan and Norwegian Inland Missions.

The Consuls and other foreigners are seeking refuge on board the river craft.

The British gunboat "Thistle" is endeavouring to reach Changsha, but it is doubtful if there be sufficient water to enable her to make the journey.

No deaths of foreigners have been reported so far.

A regiment of the Hupeh troops is at Changsha, but they were unable to suppress the rising.

[DEUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS".]

## VISITING CRUISER.

LONDON, April 14th.

The Japanese cruiser "Ikoma" left Mauritius for Cape Town en route to England.

## BRITAIN'S BUDGET.

LONDON, April 14th.

The "guillotine" resolutions on the Budget have been issued. All stages of the Budget are to be passed between the 20th and the 27th April, and the Prime Minister has announced that the House will adjourn for the Spring Recess on April 28th.

## THE VETO.

LONDON, April 14th.

The third veto resolution was adopted by the House of Commons by 334 votes to 236.

LONDON, April 15th.

Mr. Asquith, in a statement formally introducing the Veto Bill, said if the House of Lords rejected their policy, the Government would immediately advise the Crown of the steps to be taken to give their policy statutory effect. If they were not able to secure statutory effect in this Parliament, they would resign or dissolve Parliament. In no case should they dissolve except on the condition of securing that the judgment of the people expressed at the election should be carried into law by the next Parliament.

Mr. Balfour declared that the announcement was the culmination of the negotiations between the Cabinet and the Nationalists, whose votes for the Budget. Mr. Asquith had bought, and the price paid was the dignity of his office.

The debate was adjourned.

## AUSTRIAN NAVAL PROGRESS.

LONDON, April 14th.

It is stated in Vienna that the designs have been prepared of four more Dreadnaughts to be completed in 1913.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Last Charmant and Special Skin Tonic and Pond's Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

CANADIAN RAILWAY  
ENTERPRISE.

## SHORTENING THE ROUTE TO THE EAST.

LONDON, April 14th.

At the meeting of the Grand Trunk Railway the Chairman said they expected to complete by September 361 miles of continuous track from Wolf Creek to Fort William on Lake Superior, having a lower grade than any transcontinental railway. This would shorten the route to China and Japan by about five hundred miles.

JAPANESE ROYALTY IN  
RUSSIA.

LONDON, April 15th.

Prince and Princess Fushimi were entertained to a banquet by the Japanese Embassy at St. Petersburg. M. Stolypin and other Ministers were present.

## PLAQUE SCARE AT AMOY.

Yesterday alarming rumours were circulating in the Colony that a virulent outbreak of plague had taken place at Amoy, carrying away a large number of the foreign population. We made inquiries locally, but could receive no authentic information until Mr. W. H. Wallace, the manager of the Amoy branch of the Hongkong and Shanghai Bank, at present in Hongkong, kindly forwarded us a copy of the telegram he had received in reply to his telegraphic inquiries addressed to the Chairman of the Kulangsu Municipal Council. It reads:

Amoy, April 15th, 5.6 p.m.

Ote died consequence attending native patient. Know of no other case.

Dr. Ote, who has thus succumbed to plague, was in charge of the Hope Hospital at Amoy. Though regret will be expressed at his death, it is satisfactory to be able to dispel the alarming rumours which were current in the Colony.

DEATH OF CONSUL-GENERAL  
RUBLEE.

It is with regret that we have to announce the death of Mr. W. A. Rublee, Consul-General in Hongkong for the United States of America. Since the operation he underwent on Wednesday Mr. Rublee, who was previously in a feeble state of health, has been gradually failing. The medical bulletin issued yesterday had no hope of recovery, and at 4 p.m. the Consul-General expired at the Peak Hospital.

Mr. Rublee was the representative of an old and respected Wisconsin family, and his mother, Mrs. Horace Rublee, now resides at Lakewood, New Jersey. Great sympathy will be felt for the deceased gentleman's devoted wife, who never left his bedside during his illness, and her three children. The son, a boy of twelve years, is at present at school in the United States, while Mrs. Rublee and her two young daughters are in Hongkong.

The remains will be sent to the United States. The deceased was born on March 15th, 1861, and educated at Phillips' Exeter Academy and Harvard University. For some years he was engaged in editorial work, being vice-president and a director of the Milwaukee Sentinel Company. Subsequently he entered the diplomatic service of his country, and was appointed Consul at Prague on June 6th, 1890. He retired from this post on 9th November, 1893, and on March 2nd, 1901, he was appointed Consul-General in Hongkong. In the following year on September 15th, he left this Colony to take up a similar position at Havana, and on March 6th, 1903, he became American Consul-General at Manila. On May 15th, 1909, he was again selected for service in Hongkong and succeeded Consul-General Wilder at this port. He arrived here early in December of the year of his appointment and continued his duties until within a few days of his death.

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SPORTING NOTES.

The Hongkong Cricket Club are now winners of the Cricket Shield, having easily accounted for R. G. A. on Saturday last. The Club are the present holders, but it must be remembered that last season they had an "A" and a "B" team in the competition.

Previous winners of the Shield are:—  
1903-04 R. E. and Departmentals  
1904-05 Craigengower  
1905-06 Kowloon  
1906-07 Kowloon  
1907-08 Craigengower  
1908-09 Hongkong Club "B".

The batting and bowling analysis for the season 1909-10 in connection with the Civil Service Cricket Club have come to hand too late for publication to-day. A. R. Sutherland heads the batting list with an average of 26.9 runs for 12 innings, R. O. Hutchison coming second with 26.1 for eight runs. The latter player however comes out at the top of the bowling analysis with an average of 7.7 runs per wicket in 69 overs. L. E. Brett on the other hand has most wickets (39) to his credit and wins the prize given by Mr. R. E. O. Bird.

The lawn tennis tournament, though interrupted a little by the wet weather at the beginning of the week, is making good progress. Interest has mostly centred in the championship contest, in which S. E. Green of Kowloon managed to work his way into the final by consistent play, only to meet defeat at the hands of Harry Hoolek. The latter has now to challenge C. A. Carr for his title as champion.

A well-filled house assembled at the City Hall last week to witness the series of boxing contests promoted by Mr. R. H. Whittaker, but his failure to announce the postponement of the advertised main event caused considerable comment and disappointment. This neglect was scarcely fair to those who had booked seats at advanced prices to witness the bat between Willis and Steer.

Those who attended, however, saw a few good contests, notably that between Bodbrook and Hubbard, which proved to be one of the best fights on the programme. The Arundel-Hudson fight did not come up to expectations, and the referee failed to appreciate the merits of the principals, announcing a draw when there was a signal victory for Hudson. Arundel had met his match, and his principal care for the better part of the fight was to steer clear of the anxious artificer.

Billiards is occupying a prominent place in the local sporting world at present. The promoters of the first Amateur Championship competition may not be able to show a very large balance, but the heavy expenses entailed in getting a suitable table prevented this.

The largest attendance to date was present to witness the match between Leung and Pitt, and those who were present had the pleasure of witnessing a good game from start to finish. This heat was supposed to practically decide the Championship, but of course billiards is purely a game of form and the unexpected may yet happen.

Pitt, having easily accounted for Yvanovitch, now meets Heigh in the final. The Sapper is certainly the surprise packet of the competition, for beyond winning the Garrison Championship last year he had done nothing at billiards that would suggest his being good enough for this competition. With Pitt strongly fancied from the first, it is no surprise to find him in the final, and as he has little to fear from Heigh his supporters are on good terms with themselves.

A cup has been presented by Ellis Bros. for the second division of the Hongkong Football League. The trophy is a magnificent one and assures the continuance of this competition in years to come. I am inclined to think, however, that the second division is likely to be almost entirely confined to military teams, unless of course any of the local colleges can raise teams strong enough to compete.

The "Ellis Cup" has been won by 83 Coy. R.G.A. by a small margin, 85 Coy. being a good second with one point behind the winners.

It was expected that the contest for the bantam-weight championship between Marriott and Gardiner would be a great fight, and it might have been if Marriott had not ignored the rules under which he entered the ring. His "foul" lost him the fight in the first round, as well as the reputation which he formerly enjoyed. It is surprising that such an old fighter should have lost his head so completely, but he realised his fault, and was man enough to offer a public apology.

There should be some good boxing at the postponed welterweight tournament which is to take place at the Bells View Stadium to-night. The main event is a fifteen round bout between Seaman Roberts of H.M.S. Kent and Taff O'Keeffe of the Torpedo Depot. Both are good men, and provided they are in form the fight should be a willing one. Gunner Arundel and Hubbard come together again for ten rounds, and they can be relied upon to put up an exciting fight. When last they met Arundel won on points, but Hubbard has improved considerably since then, and he will no doubt put up an exciting fight against his clever opponent.

Not the least interesting feature in the programme is the welterweight tournament for a silver cup, a competition which is to introduce some new arrival into the local prize-ring. The seven claimants for welterweight honours are Artificer Hudson, Stokes, Biggins and Sky Korrison of H.M.S. Kent, Seaman Hooper and King of H.M.S. Minotaur, Seaman White of H.M.S. Bedford, and Gunner Boyd of the 88th Co. R.G.A. Such talent should be productive of many excellent battles, for the list includes the names of those who have more than once shown to advantage in the squared circle.

Another fact which should not be overlooked is the reasonable price of admission to this tournament. Ringside tickets may be procured at 2d apiece, while admission to the front seats is 3s, to the centre 3s and to the back 3s. When the programme is concluded there will be special cars to convey spectators back to the city.

CRICKET LEAGUE TABLE.

The following is the table up to date:—

Club	Played	Won	Lost	Drew	Points
Buffs	14	5	2	7	42.85
Telegraphs	12	9	1	2	60.
H.K.C.C.	13	9	1	3	58.
R. G. Artillery	14	9	1	4	53.33
Royal Engineers	14	8	4	2	52.27
Civil Service	14	4	7	3	53.84
H. K. Police	13	10	1	7	57.14
Kowloon	16	3	11	2	50.03
Craigengower	16	3	12	1	49.00

LOCAL SPORT.

ST. STEPHEN'S COLLEGE SPORTS.

These sports took place yesterday at the Happy Valley and were managed by the following officials:

President.—The Warden.

Judges.—Rev. W. H. Hewitt and Rev. A. D. Stewart, Messrs. G. A. Hancock, A. H. Mackenzie, Ng Tin Po, Li Cho Chai, Cheng Yuen Tin, Tsui See Hon, Fung Man Sui and Leung Seung Tsz.

Committee.—Messrs. See Chong Sui, Ng Sui Yuen, Yeung Hing Hang, Wei Wing Look, Wong Po Kie, Ho Nai Chak and Chan Ming Chung.

Starters.—Messrs. A. L. Nairn, Ho Wing Hung, Teo Shin Fan and Wei Wing Hen.

Treasurer.—Mr. G. A. Hancock.

Hon. Secretary.—Mr. H. L. Manderson.

Assistant Secretary.—Messrs. F. R. Donaldson and Li Cho Chai, Esq.

Details:—

THROWING THE CRICKET BALL (OPEN)—1.

Isaac Li; 2, Chan Ming Chung. Distance, 62 yards.

CHAMPIONSHIP OF THE COLLEGE 100 YDS.—1.

1, Chang Ming Chung; 2, Wong Po Kie.

SENIOR CUP, 100 YDS., FINAL.—1, Ng Hon Ting; 2, Chang Ming Chung; 3, Ho Nai Chak.

JUNIOR CUP, 100 YDS., FINAL.—1, Lei Ying Chiu; 2, Ho Wing Yuan; 3, Ho Wing Lee.

SENIOR CUP, 220 YDS.—1, Ng Hon Ting; 2, Chan Tuan Nin; 3, Ho Nai Chak.

HIGH JUMP, JUNIOR.—1, Ho Wing Yuan; 2, Ho Wing Lee; 3, Lei Ying Chiu, dead heat.

HIGH JUMP, SENIOR.—1, Ho Nai Chak; 2, Ho Wing Kin; 3, Chan Tuan Nin.

PREPARATORY SCHOOL (100 YDS.)—1, Chan Kit Yuen; 2, Cho Yau Min.

JUNIOR CUP, 200 YDS.—1, Yung Hing Hung; 2, Ho Wing Lee; 3, Ng Sz Ho.

SENIOR CUP, 440 YDS.—1, Ng Hon Ting; 2, Ho Nai Chak; 3, Wong Kom Cheung.

MATHEMATICAL RACE (OPEN)—1, Chan Hei Nin; 2, Ng Sz Ho; 3, Ho Wing Yien.

ST. PAUL'S COLLEGE FOEM'S FLAO RACE—1, Form IIA; 2, Form IVB; 3, Form III.

LONG JUMP (SENIOR)—1, Ho Wing Kiu; 2, Ho Nai Chak; 3, Isaac Li.

LONG JUMP (JUNIOR)—1, Ho Wing Lee; 2, Ng Sz Ho; 3, Ho Wing Yien.

HALF MILE (OPEN)—1, Ng Hon Ying and Ng Sz Ho, dead heat.

WALKING MATCH (SENIOR) (1 MILE)—1, Isaac Li; 2, Lo Kwan In.

WALKING MATCH (JUNIOR) (1 MILE)—1, Ho Wing Yuen; 2, Ng Sz Ho; 3, Wong U Tai.

SIAMSE RACE—1, Chan Cheung Nin and Li Ying Chin.

ST. PAUL'S COLLEGE (FLAT RACE)—1, Yik Khan; 2, Lei Chan.

BICYCLE RACE (1 MILE)—1, Ho Wing Kin.

2, Wong Po Kie; 3, Ho Wing Yien.

PILLOW AND POLE (OPEN)—1, Lee Yi Chin; 2, Ng Sz Kwong.

WHEELBARROW RACE—1, Chan Tuan Nin and Ho Wing Nin.

HURDLE RACE (FINAL)—1, Ho Nai Chak; 2, Ng Hon Ting; 3 Chan Ming Chung.

FORMS TWO OF WAR—11. beat VI.

TUG OF WAR—St. Paul's College Form IV. St. Stephen's College Form IV. St.

The prizes were distributed to the successful competitors by Mrs. Bannister.

CRICKET.

A match will be played this afternoon on Kowloon Ground, commencing at 2.15 P.M., between Mr. Robinson's XI. and Capt. Sommerville's XI.

Mr. Robinson's XI.—J. P. Robinson, W. L. Weare, A. O. Brown, L. Sutton, J. H. Mead, A. C. Langley, T. Chee, H. E. Goldsmith, H. Beer, A. Greer, H. Clements and C. E. Libeaud.

Capt. Sommerville's XI.—Capt. Sommerville, W. Curwen, W. F. Brewer, W. S. Elson, C. W. Jeffries, D. J. Mackenzie, R. C. Barlow, W. N. Edwards, S. E. Green, H. Lee, F. Jewell and J. P. Douglas.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE HONGKONG DAILY PRESS.]

MARCH 11TH.

THE COLOURED-LIGHT CURE.

Belief is gaining ground that the scientist and the educator of the future, by means of apparatus comparatively easy of invention, will prescribe methods of treatment and courses of study for such persons who suffer from their nerves far in advance of those of the present day. The effect upon the nervous system of the various colours and the different music is a question which is just now seriously engaging the attention of the French medical profession and scientists in general. The problem is a most interesting one, and promises to be followed with the keenest interest. There are several accepted facts relating to the soothing effect upon nervous individuals of some colours and of some music well worth recording. Red, for example, is an excitant. Orange and yellow, however, excite in a much less degree. Violet, indigo, and blue are of calming effect. Green is said to convey tranquil joy—a sense of peace. Chromotherapy is a science based on the effect of coloured light on the human body.

In neurasthenia, or nervous prostration, the effects of the coloured-light treatment are especially encouraging when the light is applied progressively and without abrupt change, and when the patient under treatment is placed under the rays of coloured light during a given time.

In all cases the light must be of the colour favourable to counteraction of the disease to be treated, and an excess of light augments neurasthenia, care must be taken to control the force of the rays. The most notable experiments have been made in the Tropics. M. Deschamps, who is a celebrated student and scientist, states that the first effect of an increase of light is to augment the activity of the subject, but that the nervous system is affected almost at once. Victims of obesity are the first to prove the bad effects of an excess of light. Blondes are more affected by light and colour than brunettes. Neurasthenics ought to be bright-coloured light in their living room. Curtains and wall-hangings should be of calming or otherwise favourable colours.

Sufferers from nervous trouble of any kind should be careful not to pass much time in a room papered or draped with red. They should, paper and curtain their rooms with green, blue violet—colours known to be of calming effect.

M. Deschamps further declares that experiments have proved that fits of impatience or of melancholia may be singularly moderated, if not wholly corrected, by accommodating the wall paper and hangings of the living room of sufferers from nervous disorders to the temperaments of the subjects.

The effects of music upon the human being are known to be decided as the effects of colour.

It is undesirable that there are many more who are moved by the influence of music than who are sensible to the beauty of colour, or are capable of telling the difference in shades of colour. And yet the effect of colour is more generally shown on the nerves of nervous people than the effect of music.

MILITARY DIRIGIBLES.

A military committee has been subjoined to the National Aero League to study the question of the envelope, volume and armament of army dirigibles.

General de la Croix

the late generalissimo, has been elected

president of the committee. The latter has

fixed the volume of army dirigibles at between

7,000 and 8,000 cubic metres in order that they

may be able to lift explosives in addition to the ordinary load.

The committee has declared itself opposed to the present system of placing the dirigibles under the control of the engineers

and aeroplanes under that of the artillery

service. They object that dirigibles and aeroplanes alike should be placed under one chief, who is not to be a technician but a departmental officer, who will deal with question

from the point of view of tactics. In a month

or two a flotilla of ten dirigibles constructed by private manufacturers will be ready for service.

THE OBJECT OF DRESS.

Does a woman dress to please the men or to

please herself? It has been repeatedly main-

tained that a woman's greatest satisfaction in

herself looks like or beautiful is to win the

admiration of the men. That is not, however, the opinion of Madame Martha Regnier, the charming

Parisian actress. "Woman," she says, "does

not dress merely to please man." She further

alleges that the "motive which actuates her sex

is always seeking for something new from those

whom she looks upon as the "architects" of her

beauty is rather her personal satisfaction than a

desire to please the opposite sex. Naturally we

wish to please, but we wish above all to be

respected and admired.

CENTENARIANS.

There is living at Chateaudun (Puy-de-Dome)

a couple whose united ages reach a total of 204.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.

Telegraphic Address: PRESS Codes: A.B.C. 5th Ed.-Lieber.

## NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

ACTION No. 454 of 1910.

Between DOUGLAS GRAHAM, Plaintiff, and THE YING CHEONG LOONG FIRM, Defendants.

NOTICE IS HEREBY GIVEN that a WRIT OF FOREIGN ATTACHMENT against all the Properties movable and immovable of the above-named Defendants, The YING CHEONG LOONG FIRM, within the Colony was issued on the 8th April, 1910, and was made returnable on the 22nd April, 1910.

Dated the 9th day of April, 1910.

DEACON, LOOKER & DEACON, Solicitors for the Plaintiff.

No. 1, Des Voeux Road Central, Hongkong.

THEATRE ROYAL. HONGKONG.

RETURN VISIT OF THE

BANDMANN No. 1 OPERA CO.

MONDAY, APRIL 25TH,

"THE ARCADIANS."

TUESDAY, APRIL 26TH,

"OUR MISS GIBBS."

WEDNESDAY, APRIL 27TH,

"THE DOLLAR PRINCESS."

THURSDAY, APRIL 28TH,

"THE BELLE OF NEW YORK."

Plan of Seats at MOUTTRE & Co. PRICES \$3. \$2 AND \$1. Commence at 9 P.M. sharp.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Foreign Ownership of Land in Japan.

Crown Colony Government.

The National Problem.

Gold Standard for China.

A Hongkong Carnegie.

The Suez Canal.

Random Reflections.

Hongkong News.

Hongkong Sanitary Board.

Licensing Board.

New Barracks at Kowloon.

Hongkong Legislative Council.

Finance Committee.

American Consul-General Seriously Ill.

Hongkong General Chamber of Commerce.

Manufacturing "Opium" in Shanghai.

Company Meetings:

The Union Insurance Society of Carlton, Limited.

China Traders' Insurance, Co. Ltd.

Company Report:

The Yangtze Insurance Association, Ltd.

The Balgownie Rubber Estates, Ltd.

Hongkong's Royal Visitors.

The Italian Consul.

Supreme Court Work.

The Stag Hotel Case.

Canton News.

Macao Notes.

Far East Telegrams.

Japanese Orphans for Brazil.

Local Sport.

Correspondence:

The Finest Site in the Colony.

A Gold Standard for China.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong 16th April, 1910.

KOWLOON CRICKET CLUB.

SECOND ANNUAL DINNER.

MEMBERS are Reminded that the ANNUAL DINNER will take place at the HONGKONG HOTEL, on SATURDAY, 30th April.

Members are requested to notify the Hon. Secretary on or before WEDNESDAY, 27th April, if they intend to be present.

T. CHEE,

Hon. Secretary.

Hongkong, 9th April, 1910. [516]

"SOLIGNUM."

A perfect preservative stain for Wood.

It protects against Decay, Fungus, Dry Rot.

The ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonial of the Covenants of India, the Sudan, etc.

In Drums and Barrels of Various Colours.

Prospectus and all further information from SIEMSEN & Co.

(Machinery Dept.), Hongkong.

Sold Agents.

Hongkong, 8th December, 1909. [1494]

## PUBLIC COMPANIES

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4 o'clock P.M., precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1909, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 14th to the 21st day of April, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors,

W. S. JACKSON,  
Secretary.

Shanghai, 29th March, 1910. [489]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

(Established 1862.)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4.15 P.M. or immediately after the Ordinary General Meeting called for 4 P.M. on that day, for the purpose of considering and, if thought fit, passing the following Resolution:

"That the Memorandum and Articles of Association of the Association be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association to the exclusion of "these heretofore prevailing."

Should the above Resolution be duly passed, it will be subsequently submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting which will be held at the said Head Office, at 4 P.M., on TUESDAY, 10th May, 1910.

Prints of the proposed extensions, alterations and amendment to the Memorandum and Articles of Association have been circulated to Shareholders.

By Order of the Board of Directors,

W. S. JACKSON,  
Secretary.

Shanghai, 29th March, 1910. [490]

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. GEORGE'S BUILDING, on SATURDAY, the 30th April, 1910, at 12 o'clock, NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1910, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th April, 1910, both days inclusive.

By Order of the Board of Directors,

C. GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 13th April, 1910. [533]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. J. B. K. WHITALL will act as SECRETARY of the Company.

By Order of the Board,

C. MONTAGUE EDE,  
Secretary.

Hongkong, 14th April, 1910. [530]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between us the undersigned carrying on business as SHARE AND GENERAL BROKERS at No. 5, Queen's Road, Central, Victoria, under the Style or Firm of "VERNON & SMYTH" has been dissolved and the Interest and Responsibility of the undersigned JOHN YARDLEY VERNON VERNON in the said Firm has Ceased as from the 31st March, 1910.

All debts due to and owing by the late Firm of VERNON & SMYTH will be received and paid respectively by the undersigned FRANK SMYTH, who will continue to carry on the said business under the Style or Firm of "VERNON & SMYTH".

Dated the 1st day of April, 1910.

J. Y. V. VERNON.

F. SMYTH.

280]

A FINAL DIVIDEND of TWENTY DOLLARS per Share for the year 1908 and an INTERIM DIVIDEND of THIRTY DOLLARS per Share for the year 1909, will be Payable on THURSDAY, the 14th instant.

Warrants may be had on application at the Office of the Society on and after that Date.

By Order of the Board,

C. MONTAGUE EDE,  
Secretary.

Hongkong, 14th April, 1910. [532]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. N. S. 2484 dated Hongkong 1st April, 1898, for Ten Shares, numbered 59365 to 59374 inclusive and Certificate No. N. S. 2823 dated Hongkong 14th October, 1898, for Forty Shares numbered 9230 to 9239, 56849, 66448, 61160 to 61161 and 47486 to 47495 inclusive, all registered in the name of MATIAS SABIN DE VIERNAS Y LECAROZ, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 30th April, 1910, new Certificates for the Shares will be issued and the aforesaid Certificates Nos. N. S. 2484 and N. S. 2823 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st April, 1910. [502]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has instructions to sell by PUBLIC AUCTION, on WEDNESDAY, the 20th day of APRIL, 1910, at 12 o'clock Noon, at his AUCTION Room in Duddell Street, THE VALUABLE LEASEHOLD PROPERTY IN ONE LOT known as No. 115, JEFFREY STREET, Victoria, Hongkong.

The Property consists of all that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Sub-Section No. 1 of SECTION A OF MARINE LOT No. 34, and has an area of 760 square feet.

Proportion of Crown Rent payable \$13.40 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors.

Messrs. DEACON, LOOKER & DEACON, No. 1, Des Voeux Road, Central, Victoria, Hongkong, and also from

The Auctioneer.

Hongkong, 6th April, 1910. [502]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. G. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, on FRIDAY, the 22nd day of APRIL, 1910, at 3 P.M., at their SALES ROOMS, Ice House Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, viz.: All those Pieces or Parcels of Ground situate at Victoria aforesaid, registered in the Land Office respectively as THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 505, and THE REMAINING PORTION OF INLAND LOT No. 505, together with the messuages thereon, known as Nos. 54, 55, 56, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wanchai Road, Area 3694 square feet or thereabouts. Term 999 years. Annual Crown Rent \$55.00.

For further particulars and conditions of sale apply to—

Messrs. JOHNSON, STOKES & MASTER, Prince's Building, Ice House Street, Solicitors for the Mortgagors;

</

## SCIENTIFIC MISCELLANY.

THE LIQUID AIR INDUSTRY. Liquid air and its oxygen are now commercial products of some importance. A French engineer, George Claude, reports that plants for producing liquid air now exist in several European countries, and the United States has one at Buffalo. The chief product is oxygen usually compressed in cylinders. Germany now supplies yearly 232,500 cubic feet of oxygen by the Brin method, 12,000 by the electrolytic process, and 77,700,000 by the fractional distillation of liquid air. The cost of liquid oxygen averages about a cent a pound. The necessity of compressing in cylinders and shipping makes the price of oxygen high to consumers, and use at the place of production would effect a great saving. It is possible to utilize liquid oxygen at the same time for three purposes—refrigeration, cooling, and chemical energy. Of the many actual applications of the cylinder oxygen, the principal ones seem to be in metallurgy for welding and cutting metals by the oxy-hydrogen or oxy-acetylene flame, and it is also used in producing fused quartz vessels. For medical purposes, oxygen must be of special purity.

## PELLAGRA IN EUROPE.

A new idea of pellagra, now a terrible scourge in many tropical and subtropical localities, is held by Dr. Samson. Its distribution and prevalence at a certain part of the year have suggested that it is a germ disease spread by blood-sucking insects, probably sand-flies, and a fund has been raised in England to enable him to make an investigation in some infected region. A time-honored belief has been that damaged maize produces pellagra.

## THE AIRSHIP DESTROYERS.

The Krupp 7.5-centimeter land gun for use against airships has a maximum range of 9,100 meters, and can hit a target 6,300 meters (nearly 4 miles) high. It is mounted on a motor-car. This and a 10.5-centimeter gun to be carried by a war vessel fire shells leaving luminous trails, so that their course may be followed, and the projectiles are designed to explode on penetrating a balloon.

## FERTILIZING BY HEAT.

Besides fertilizing the soil with leguminous crops, certain agriculturists in India have been accustomed to plough up the alluvial plains to give exposure to the intense rays of the sun in April and May, in the belief that this adds fertility.

The ancient practice has been justified by Drs. Russell and Hutchinson by a scientific explanation. Partial sterilization of the soil by heating destroys the phagocytes that live on the fertilizing bacteria, with other harmful organisms and even the bacteria themselves, but the spores remain, and subsequent moistening causes a remarkable development of the nitrogen-collecting bacteria. The effect on the following crop is said to be quite extraordinary.

## FOR BETTER CASTINGS.

"Sicel," a new French alloy, contains 50 to 55 per cent of silicon, 22 to 25 of aluminum, 2 to 4 of titanium, 1 of calcium, 0.2 of manganese, and 0.2 to 0.5 of carbon. It is used as a reducing alloy, and is claimed to turn white pig-iron into gray pig-iron, and to disperse gases and prevent blowholes and flaws when added to steel.

## THE INDEPENDENT ORDER OF B'NAI B'RITH.

The first Lodge of Burland of the Independent Order of B'nai B'rith (the Sons of the Covenant) was installed at the Hotel Great Central, Marylebone, Mr. Bergel, of Berlin, representing the Executive Committee of the Grand Lodge in America, having come from Germany specially to perform the ceremony. About 25 members were present at the installation. At the dinner which followed Mr. Herbert Bentwich presided, among those present being Mr. Ernest Walford, vice-president, and Mr. James Castillo, treasurer, of the new Lodge. A number of greetings received from lodges in about 50 towns in Germany were read. The Rev. Dr. Gaster, in proposing the toast of "The Independent Order of B'nai B'rith," said it was the oldest order of its kind, and had 425 lodges distributed over North America, Europe, Asia, and Africa. It was organized for the protection, elevation, and assistance of the Jewish people throughout the world, and had borne good fruit in showing how much a few in happy circumstances could do for the furtherance of the highest aims and ideals, not only of his faith and race but of the whole of mankind. The first lodge was formed about 1842, and for the past 70 years the Order had been doing its beneficent work. Jews had different societies to carry on their numerous charitable operations, and if they magnified and multiplied the work of all those agencies they would get some idea of the stupendous work represented by that Order. Above all it had been a most powerful instrument in checking apostasy. The toast was drunk with enthusiasm, and Mr. Bergel responded.

THE LIGHTEST STRUCTURAL METAL. The now "elektron" metal of a German firm is a series of alloys claimed to be fitted for many uses by their lightness and great strength. They consist chiefly of magnesium, but the added metals vary in kind and proportions, giving a considerable range of properties. The alloys, with a specific gravity of 1.75 to 2.0, are much lighter than aluminum. They possess great tenacity and elasticity, are easily worked, and have a beautiful silvery lustre, but in air become coated with a protective film of oxide. It is estimated that by substituting this material for aluminum for the frame of a Zeppelin airship, the weight would be reduced from 12,000 to 7,600 pounds with no loss in strength.

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## THE LATEST TRANSMUTATION.

The grain and a half of polonium isolated by Madame Curie was obtained by treating several tons of pitchblende. While radium lasts a thousand years, the particle of polonium half disappears in 140 days, the products being helium and what seems to be lead.

## CRYSTALS LIKE LIVING FORMS.

"Liquid crystal," announced a score of years ago by Lehman, seem to have real existence, although it is not yet certain that they are really crystals. As first seen, they were spherical drops, with the fluidity of water but with particles in concentric circles about axes of symmetry, and two or more drops united on touching. Reporting late observations, Maurice Leblanc states that the crystals vary greatly in size, the crystals of soft soap—though visible only with a microscope—being much larger than some others. Alcoholic solution of ammonium oleate shows elongated diamond-shaped crystals, and these are displaced and distorted as the liquid is poured, sometimes joining as four-pointed stars. The crystals sometimes have like living organisms. On meeting an air bubble, a spherical crystal may swallow it just as an amoeba takes in its food; buds may form and separate at the sides of a flattened drop, as some organisms multiply; and two spheres in contact may stretch out into a snake-like form. The singular formations grow by additions to their substance, like living organisms, instead of by taking new particles upon their surfaces like ordinary crystals.

## NOT LONGER LIFE BUT BETTER.

Without advancing the hope of lengthening the span of life, by the sour-milk diet of Prof. Metchnikoff or any other plan, Dr. Doyen, of Paris, believes some decay may be retarded, and the body kept in healthful activity throughout the natural period. To preserve vitality he invokes the aid of ferment to increase the white corpuscles in the blood, which are known to work so effectively against parasitic germs. He has named his energizer "mycolysine," and states that it powerfully stimulates the white corpuscles, thus not only lessening the inactivity of the old age period but giving resistance to various digestive and respiratory maladies. He claims that it acts against colds, bronchitis, and even epidemic diseases.

## FOR BETTER CASTINGS.

"Sicel," a new French alloy, contains 50 to 55 per cent of silicon, 22 to 25 of aluminum, 2 to 4 of titanium, 1 of calcium, 0.2 of manganese, and 0.2 to 0.5 of carbon. It is used as a reducing alloy, and is claimed to turn white pig-iron into gray pig-iron, and to disperse gases and prevent blowholes and flaws when added to steel.

## SECRETS OF A MYSTIC SOCIETY.

In consequence of a decision of the Court of Appeal on March 22nd the secrets, rituals, and ceremonies of the mystic "Rosicrucian Order of A.O." are to be disclosed to-day to an expectant public.

The order is a modern revival of the famous Rosicrucian Order, which is believed to have been founded in the fifteenth century, and which possessed so much influence in Germany. The present order was instituted in 1881 by Comte Liddell Macgregor, of The Avenue, Beckenham, who is its head; Dr. W. Wynn Westcott, and the late Dr. W. E. Woodman.

At the time of the breach of promise case brought by Mrs. Eliza Dinh Sheffield—the daughter of a ship's steward, who became a West-end hostess—in 1905 against the Marquis Townshend, it was stated that Mrs. Sheffield was the high priestess of the order.

The appeal yesterday was brought by Mr. Aleister Crowley, an expelled member of the order and editor of the "Equinox" magazine, who was recently ordered by Mr. Justice Bucknill not to publish the secrets of the order in a number of the "Equinox" to be issued to-day. Mr. Crowley contended that Comte Macgregor, who obtained the injunction from Mr. Justice Bucknill, had no cause of action, and this view was upheld by the Court of Appeal.

JUDGES AMUSED.

Comte Macgregor is a man of remarkable appearance, with long grey hair. He showed signs of disposure at the evident amusement of the judges when counsel read the following extract from an affidavit made by him:

I am the chief of the Rosicrucian Order. It is an order instituted in its modern form in 1888 for the study of mystical philosophy and the mysteries of antiquity. The order is upon the lines of the well-known institution of Freemasonry.

The exclusive copyright of the rituals, ceremonies, and manuscripts of the order is vested in me, I being founder and compiler of them, and I claim such an interest in the same as will entitle me to restrain any infringement of my rights thereto.

COMTE'S INDIGNATION.

Comte Macgregor added in his affidavit that Mr. Crowley had committed "the grossest possible breach of the obligations," and had violated the oath of secrecy by disclosing secrets of the order in the September number of the "Equinox," under the heading, "The Temple of Solomon the King."

Sir F. Low, K.C., M.P., who appeared for Comte Macgregor, asked the judges to read another affidavit entitled, "The Pillar of Cloud." They did so, and appeared to enjoy it keenly.

"The article is simply material which Comte Macgregor obtained from old books," Mr. Whatley, who represented Mr. Crowley, contended. "Comte Macgregor can have no copyright in such material."

"But," Sir F. Low argued, "if the initiation ritual is published in the March number, as Mr. Crowley proposes, the damage will be irreparable—the cat will be out of the bag."

"I think it is a dead cat," Lord Justice Farwell remarked amid laughter.

"Perhaps there is a second cat," Sir F. Low retorted.

The Court decided that the injunction granted by Mr. Justice Bucknill could not stand, and that Mr. Crowley was free to publish the secrets.

## SAVANTS WANTED FOR CHINA.

First, says the "Chicago Evening Post," we sent missionaries to China—rather solemn gentlemen in black alpaca with hymn books under their arms. Then it became the fashion to send medical missionaries, a change which greatly attracted the hard-headed business man.

It was very common to hear him say that he wasn't very strong on foreign missionaries, but these medical missionaries—now they were all right! And now the fashion has changed again and the Occident is sending to the Orient the best type of college teacher—which it has. The change is very significant. The old missionary was on the fringe of things; crowds chased him off the streets. The new "missionary" holds a strategic position at the centre; he reaches the influential classes—officials, sons of wealthy families, the new generation of native teachers. It is taking a long time to realize how wide open China is to Western influence. The appointment of University of Chicago men to responsible positions in the Imperial University of Peking should hasten this readjustment of our ideas of the Sunflower Kingdom.

## THE SIBERIAN RAILWAY.

## DOUBLING THE TRACK.

Last September writes "Engineering," we pointed out that the repairs of the Siberian Railway, projected in connection with the doubling of the track, would have to be far more extensive than had been thought. On the Balkal section, and on the Altchinsk-Irkutsk section, the line will have to be rebuilt, as gradients and curves impede the traffic too much. In spite of these alterations and of other alterations in the eastern and western portion, partly on European territory, it is hoped, as we see from Russian journals, that the reconstruction of the line will be completed by 1912. From St. Petersburg the actual line proceeds via Wlatska in an easterly direction to Perm. The old line went from Perm first north-east and then south, via Nizhny Tagil, along the Urals Mountains to Jekaterinburg. This section had a length of 310 miles. The new almost completed track cuts in a nearly straight course from Perm via Kharas to Jekaterinburg, avoiding the mining districts which the old line served, and reducing the length of the section to 244 miles. Beyond Jekaterinburg the old track led via Cheljabinsk and Tjumen to Omsk, on the River Irtisch. The new track passes via Cheljabinsk and Kurgan (on Asiatic territory), and Petropavlovsk to Omsk; 100 miles will be saved on this section, which has only recently been taken in hand. The direct service from St. Petersburg to Omsk is to be carried on at a minimum average speed of twenty-six miles per hour. Further important changes and additions are planned in the Extreme East. So far, the line cuts through Manchuria, where the railway is partly under Russian and partly under Japanese administration, and ends at Vladivostock, the Russian port on the Japan Sea, in the same latitude as London. Peking is reached from Harbin junction in Manchuria by a branch proceeding to the south east via Mukden and Hsiamtin. In order to connect Peking directly with the Siberian, and thus with the European railway system, a line is to be built from Peking north, through Eastern Mongolia. The section of this line, which lies in China proper, from Peking to Kalgan, is already working; this section has a length of 135 miles. Following more or less the great caravan route across Eastern Mongolia, the railway is to join the Siberian system via Kisia, south of Lake Balkal, near Mysowaja; this Mongolian railway will have a length of nearly 1,000 miles. When these projects will have been carried out, the journey from Paris to Peking, a distance of about 5,300 miles (instead of 7,500 miles via Harbin and Mukden), will be completed in nine and a half days; at present it takes fourteen days. The lengths of the various sections and the average times to be taken on them are the following:—Paris-Berlin, 628 miles, in 18 hours; Berlin-St. Petersburg, 1,020 miles, in 23 hours; St. Petersburg-Perm, 1,075 miles, in 41 hours; Perm-Irkutsk 2,315 miles in 90 hours; Irkutsk-Khatsa, about 300 miles, in 12 hours; and Khatsa-Peking, about 930 miles, in 40 hours.

## THE JURY SYSTEM.

The Pinang Gazette has some pertinent remarks on the jury system. In the course of a leading article it says—

Generally speaking, a close acquaintance with the working of the jury system in this Colony, such as may be gained from a few years' work at the Press table, does not tend to increase one's respect for it. That the verdicts given are not more often wrong is principally due to the fact that judges here when summing up do much more pointedly than is customary in England, indeed one or two may almost be said to "direct," while the juries are usually sensible enough to pay careful attention to the remarks addressed to them from the bench. At the same time, what with the weary procedure, which often involves the interpretation of evidence into three or four languages, the heat in Court, which often times makes it difficult for jurors of a lethargic nature to keep awake, and the flagrant perjury which taints so much of the evidence tendered, it is surprising that miscarriages of justice are not more frequent than they are.

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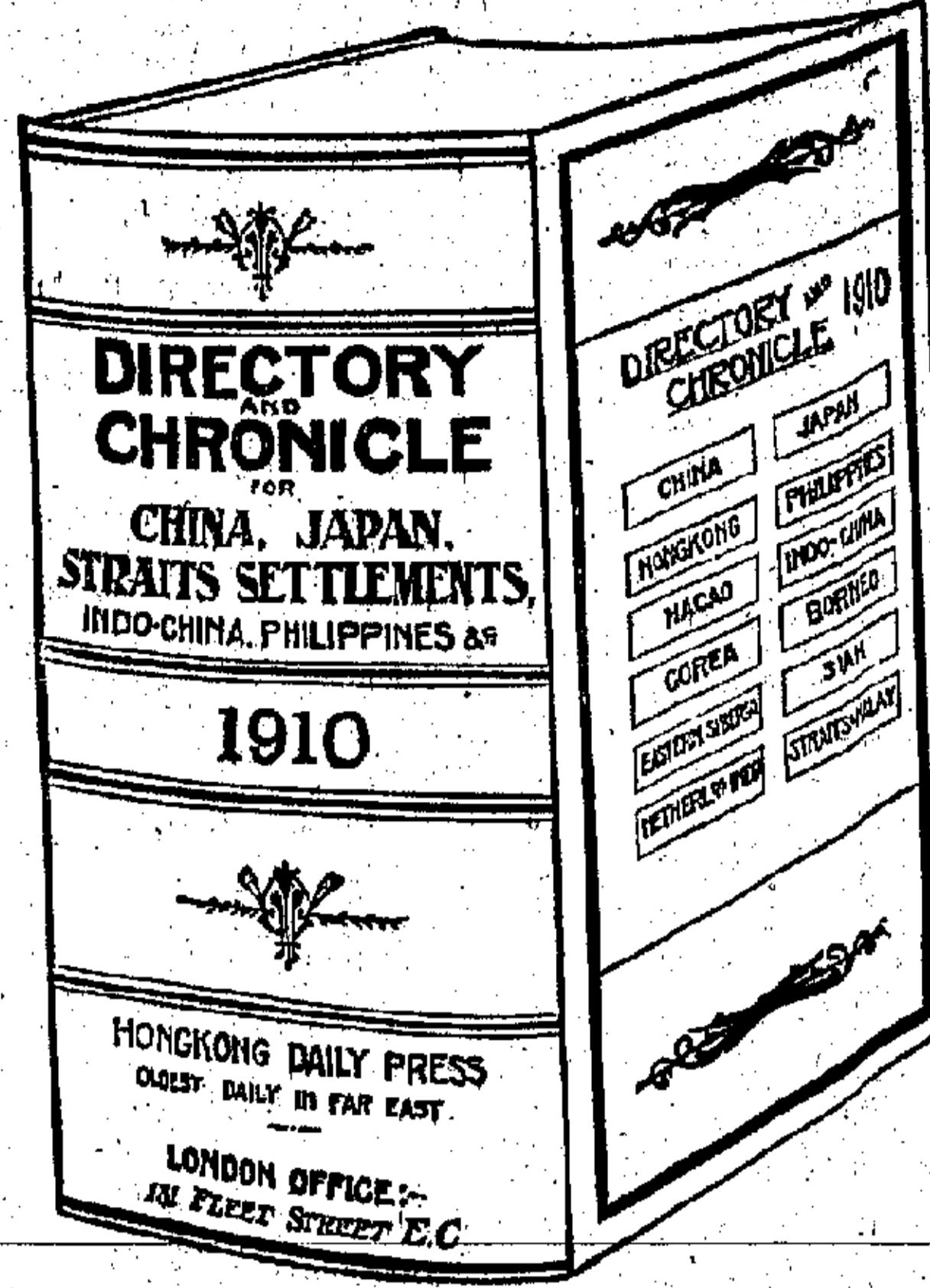
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[ALL RIGHTS RESERVED.]  
IN THE MATTER OF A DERELICT.BY  
CAPT. F. H. SHAW.

The "Uriah B. Juggins" had made two unsatisfactory voyages, and already Captain Jinks was

"A dog's life, that's what it is in my opinion," he observed hastily to his mate, who was trimming a pet corn with the bo'sn's sheath-knife. "Eat, work and sleep, that's all there is to do. No romance, no change, no nothing."

Mr. Thomas sliced off about a square inch of his second toe, because of the vigorous stamp that Jinks gave on the oily deck. When the mate got off to the poop again—Jinks thought he was going to break off the bowsprit by the way he clung to it and yelled—the captain had grown purple in the face with simple joy. Thomas was merely crimson with anything but happiness.

"There'll be somethin' mighty starlin' happenin' soon," yelled the mate, hobbling about on one foot, and nursing the damaged member tenderly. "S'pose I bleed to death?"

"I've heard it's a painless way," retorted Jinks sympathetically. "And it's the only one, too. I think you'd better make for shelter."

But Jinks sent the cook forward to the accompaniment of such phrases as made the man of pots and pans stare, and caused him to take down a grimy notebook and the stub of a pencil, with which he entered the skipper's observations for further use.

The night was beginning to break now, though now they could make out the dim sheet of a green light above their heads.

Evidently all hands aboard the craft were asleep or—there was no time for surmises. Before they could haul again, the boat was impinging against the bare-molded copper of a big schooner, which floated very low in the water. Thomas reached up his hand, and gripped the main chains, lifted his knee high, and sprang aboard. The man followed him like shadows, while Jinks brought up the rear.

The gray day was beginning to break now, and they looked about them with wondering eyes.

The schooner was under shortened canvas, and looked as though she had experienced rough weather. No one challenged them, however, and Jinks, taking the sidelight from its screen, led the way aft. A lamp burned dimly in the cabin, but that was put out.

The wheel swung idly to and fro, answering to the kick of the rudder, and the boat was gone.

"She's a drollet," said Jinks, "must have been abandoned, too. Well, since the weather's gettin' better, we'll take her into port. She'll

make up for the 'Uriah B.'

Thomas did not answer at the moment. He

had opened a locker in what was evidently the skipper's room, and was lugubriously

clinked somewhat.

"They had been aboard this ship," he said.

"Bass's, too. I wish I'd been mate of 'er."

"There wouldn't have been any left for chances comers," Jinks watched him while he skilfully

knocked off the neck, and drained the contents.

"When you've finished grizzlin' like a hog," he remarked severely, "perhaps you'll attend to your business."

"My business is to attend to this bear," said Thomas, finding another bottle and knocking it neck off, too. "I ain't the man to waste Evin's gifts, no, not me."

Jinks left the cabin and went on deck. The

men were in the forecastle, investigating the

holes left behind by the departed crew.

The bo'sn and the cook were having a hot argument

over a pair of trousers, when Jinks put his face

in at the door, and the two men gave

the pants to tear in two pieces. Each

man was left with a leg in his hand.

"We'll set sail, and get her under weigh."

"We stood it as long as we could," growled

the bo'sn, "but we ain't cold bath maniacs."

One a year's enough for the likes of me, and

this is outenant. Besides, I've broke my pipe

in the dark."

Jinks sent them down to the stony cabin,

and told them to make themselves comfortable

in the mate's berth. But presently there was

a scuffling of heavy feet on the wooden

ladder that led to the cabin, and Thomas' head

appeared. Jinks did not see him until

he was at his elbow, and when he spoke,

the skipper only just saved himself from

going overboard by clutching at the bimini,

which swung him over to the other side of the

deck an instant later.

"She's leakin' hard," yelled Thomas. "It's

gonna' come in my room. The floor's covered all

over, and I darsay your room's worse."

I didn't look, but I heard things swishin' about."

The man appeared shortly afterwards.

Greatly against his will the bo'sn was sent forward with a sounding-rod, to see how much

water was in the well, and he returned to say

that he made it eight feet and risin' fast.

"What shall we do?" asked Jinks slowly,

with fear creeping over him. A voice from

the background suggested, "Arin' a drink to cheer folks up 'n' all," which remark re-

vealed the skipper unanswering. It was Thomas who supplied the idea. Well, we've to leave 'er,' he said with emotion. "We'll have to take to the boat's an' make for the shore, I'm afraid."

"You can leave her if you like," said Jinks

manfully, "but I'm captain here, and I'll stick

to the ship." The cabin boy began to whistle

"I'll stick to the ship," said the boy, and he

was promptly kicked into the scuppers by the mate.

Undoubtedly the situation was serious in the

extreme. The gale was not increasing now, and, indeed, showed signs of diminution, but

there was a sudden heave to the brigantine that

told of her sorry plight. It was a question whether she would live till morning.

"I'll stay behind," said Jinks manfully.

It was not that he was imbued with any gallant ideas of going down with the ship, but

he accepted the situation, and do his best. Then a

solution presented itself. It was almost trivial, but it might work.

"Did I hear you sayin' that the potatoes

was gonna' come in?" asked the mate.

"We might all do well," he said the mate.

"We're gonna' run into Mudhaven," said

the mate.

"It's a long way, but I'll stick to the ship."

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## WARSHIP CONSTRUCTION.

## THE BATTLESHIP OF THE FUTURE.

Earl Cawdor, the President, took the chair on March 15th at the opening meeting of the session of the Institution of Naval Architects, which is being held in the Hall of the Royal Society of Arts. There was a very large attendance.

The report of the Council stated that the Institution had now completed the first half century of its existence, and the Prince of Wales had graciously consented to open the meetings in July, which will take the form of an International Congress in Naval Architecture and Marine Engineering. The desirability of placing the Institution upon a more definite and permanent basis had led the Council to recommend that incorporation by petition to the King through the Privy Council. They had now a full membership of 1,895, as against 1,842 in 1903.

Lord Cawdor said they met this year under circumstances of exceptional interest, because just fifty years ago the Institution was founded. Jubilee meetings would be held this summer to celebrate the anniversary. He congratulated the members upon having completed the first stage of what he earnestly hoped might be a permanent and enduring record of the progress of naval architecture and marine engineering. The valuable work had played an important part in promoting the advancement of this branch of applied science in every land whose seaboard and maritime interests made the building of ships a matter of primary importance. He was pleased to observe that the affairs of the Institution generally seemed to be in a highly satisfactory condition. Of all the branches of engineering there was

none, perhaps, of greater importance to this country, through their influence upon both the Navy and the Merchant Marine, than naval architecture and marine engineering. In the latter industry the steam-turbine, which had given so remarkable an impetus to the development of speed in ships, continued to grow in favour. Last year's output of 468,000 shaft horse-power showed a substantial advance of 25 per cent. on the average of the previous two years, while the reciprocating engines turned out during 1909 totalled just over 1,000,000 horse-power, or substantially the same in amount as the average of the previous two years. While the advantages of the turbine in high-speed ships were now fully recognised, the reciprocating engine continued to hold its own for economy at lower speeds, but its place in this field also was now being menaced by the adaptation of the steam-turbine to vessels of moderate speed. For smaller craft progress was steadily being made in the use of the internal combustion engine, wherever it could be profitably employed. Our fishing fleet, which was formerly so picturesquely propelled by sail, had undergone a first transformation through the influence of steam, and were now in a transition period, due to the advent of the internal combustion engine. Perhaps the most interesting application of this engine was that which had led to the experimental solution of the problem of flight. Already the question was engaging the attention of our naval and military experts and an aeronautical branch of the Naval Service had been inaugurated. This new department might lead to signal changes in warship design, while the possibility of aerial transportation becoming a commercial reality opened up a most interesting field of speculation. The output of merchantable tonnage in the United Kingdom during 1909 was 941,000, showing an increase of 61,400 tons on the previous year. On the other hand, the amount of tonnage broken up and disposed of abroad had been exceptionally large, so that the total increase in our merchant fleet, which attained 764,000 tons in 1908, had fallen to 27,000 tons. This reduction, so far as it was due to the scrapping of useless tonnage, was a healthy sign, and should tend to make for better times. In other countries the depression in shipbuilding appeared to have been severe and rather more lasting. From the United States there was reported a reduction in new tonnage for mercantile use of 95,700 tons, from Germany a decrease of 79,000 tons, and from France of 42,000 tons, representing a decrease of 30 to 40 per cent. from the previous year's totals, whereas the United Kingdom had increased her output by about 64 per cent. Of the total merchant ship tonnage launched throughout the world the United Kingdom was last year responsible for 62 per cent., as compared with 51 per cent. in 1908 and 58 per cent. in 1907. But it must be borne in mind that owing to keen competition and lack of orders work had in many cases been undertaken at very high price. The delay in completing the *Superior*, which required twenty-eight months between the laying of her keel and the date of her commission, was largely due to the effects of the engineering strike on the North-East Coast. Contrasted with this, the completion of the *Vanguard* in twenty-three months was a satisfactory proof of the highly efficient organisation of our private shipyards and of their ability to complete their contracts within the specified time if only labour troubles could be eliminated. The competition for new work in warship construction was as keen, if not keener, than for merchant vessels. One could not withhold feelings of genuine admiration for Japan, which was now able to construct the largest battleships within her own borders, designed and built by her own citizens. Ten years ago, when the King came to the Throne, the tonnage of the warships launched annually in this country was, roughly speaking, equal to the total warship output of the rest of the world; now that proportion had fallen to about one-half. And whereas in the three years 1899-1902 we launched war vessels aggregating 132,200 tons for foreign Powers, only 53,000 tons were so launched during the three years 1907-9. At the present moment, fortunately, there was a fair amount of work in hand in British yards for foreign Powers, and there were, moreover, warships being built for our Dominions Beyond the Seas, a particularly gratifying sign of the times. For our own naval requirements are relatively small output of 92,800 tons, spread over 35 vessels, and been the result of the past year's work. This is compared with 96,000 tons launched in Germany and 95,000 tons in France. But this year's Navy Estimates certainly reflected a desire on the part of the Government to make more ample provision for naval requirements than had been the case during the last four years. The total of £40,600,000 was the largest amount ever voted for the purpose, but our naval requirements were very urgent. The continued growth in the size and speed of battleships and armoured cruisers, which at present showed no signs of reaction, created a large additional burden of cost for each capital ship, while these in no way superseded the smaller cruisers, destroyers and submarines, each of which in turn proceeded along similar lines of development as regarded size, speed, armament and personnel.

The rate of progression was constantly accelerated. The 30,000-ton battleship, which a few years ago was looked upon as a fanciful conception of the distant future, was already very close upon us, and when armoured cruisers required 70,000 horse-power to drive them at their contract speed, they could form some idea

of the vast demands which were now being made on our shipbuilding resources. He submitted that the only sound policy was one based on the maintenance of our Navy in its traditional position of assured supremacy. Lord Cawdor concluded with a tribute to the valuable services of Lord Fisher and an expression of hearty good-will towards Admiral Sir Arthur Wilson.

## WHAT THE BATTLESHIP WILL BECOME.

Rear-Admiral R. H. S. Bacon read a paper on "The Battleship of the Future". He said that battleship designs should be the solution of the problem "How to design a ship which will prove an adequate defence to overseas expeditions, and at the same time be equal or superior in fighting strength to the corresponding capital ship of the enemy." During the past forty years the enemies of the battleship had multiplied and included every vessel carrying a torpedo: cruisers, destroyers, submarines, and, under certain conditions, mine-layers. The battleship had developed merely into a vessel for fighting other battleships, and it shunned, as far as possible, encounters with most other classes of vessels. It was this deafnesses against the torpedo which had changed, to a certain extent, the tactical and strategical use of battleship. The battleship was solely a gun platform. Progress in design had continually been in the direction of increased offensive gun power and defensive armour protection against gun power. The accuracy of the gun to-day at 12,000 yards was considerably greater than the accuracy of the gun of thirty years ago at 2,000 yards. And there was every reason to believe that the power of the gun could, within the next few years, be considerably increased. The race between gun and armour was being decided, for the moment, in favour of the gun; but the value of gun had played an important part in promoting the advancement of this branch of applied science in every land whose seaboard and maritime interests made the building of ships a matter of primary importance. He was pleased to observe that the affairs of the Institution generally seemed to be in a highly satisfactory condition. Of all the branches of engineering there was

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## AVIATION MARKET PRICES.

April 14th, 1910.  
The Prices are given in Dollar Cents.

BUTCHERS MEAT.

Mei Lung Pa-Yuk—Beef, sirloin

and prime cut, 10c.

Shiu Ngau Yek—Roast Beef, 10c.

Ngau Nam—Bread of Beef, 10c.

Tong Yek—Beef for soup, 10c.

Ngau Yek Ong—Sausage, 10c.

Ngau Bullock's Brains, set 10c.

Ngau Lao—Beef Steak, Sirloin 10c.

Ngau Le—Bullock's Tongue, fresh, each 50c.

Ham Ngau Le—corned, 60c.

Ngau Yau—Bullock's Head, 10c.

Ngau Sam—Heart, lb. 10c.

Ham Ngau Kin—Beef Hump, 10c.

Ngau Kok—Bullock's Foot, each 5c.

Ngau Kok—Dullock's Kidney, 10c.

Ngau Kok—Bullock's Tail, 10c.

Ngau Kok—Bullock's Liver, 10c.

Ngau Kok—Bullock's Tripe, undressed, 6c.

Ngau Tsoi Tsoi—Calves', 10c.

Kau Sun—Calf, 10c.

Ying Ke—Brill's Grouse, 4c.

Ngau Tsoi—Beef, 10c.

Kai Tsoi—Cabbage, Chinese, 6c.

Tsing Fa Tsoi—Ginseng, 10c.

Kau Shan—Cauliflower, 6c.

Ye Tsoi Fa—Cauliflower, 10c.

Tai Tsoi Fa—Cauliflower, 10c.

Chung Ye Tsoi Fa—Cauliflower, 10c.

Mod. Size

Can Tsoi—Celery, China, 10c.

Young Can Tsoi—Celery, Eng.

Ngai Fa—Bitter Squash, 6c.

Kon Lai Chiu—Chiles, Dried, 10c.

Tsing Fa Tsoi—Chiles, Green, 10c.

Hung Fa Tsoi—Chiles, Red, 10c.

Tring Fa—Cucumbers, 10c.

Kai Fa Tsoi Liu—Curry Squash, 10c.

Shun Tsoi—Garlic, 6c.

Le Keung—Ginger, old, 10c.

Le Keung—Ginger, young, 6c.

Tsing Fa Tsoi—Green Peas, 10c.

Kan Lik—Horse Radish, Shai, 10c.

Suk Mu—Sweet Corn, piece

Young Shang Tsoi—Lettuce, 10c.

Mush Melon

Shang Tsoi Ku—Mushrooms, 10c.

Young Tsoi—Onions, 10c.

Shang Tsoi—Onions, Green, 10c.

Shang Tsoi—Onions, Japanese, 10c.

Shang Tsoi—Onions, Shai, 10c.

Shang Tsoi—Onions, Shanghai, 10c.

Shang Tsoi—Onions, Shang, 10c.

Shang Tsoi—Onions, Shui, 10c.

Shang Tsoi—Onions, Sweet, 10c.

Tai Tsoi—Pork

Chai Tsoi—Pork, 10c.

Chai Tsoi—Pork, Fresh, 10c.

Chai Tsoi—Pork, Salted, 10c.

Chai Tsoi—Pork, Smoked, 10c.

Chai Tsoi—Pork, Stewed, 10c.

Chai Tsoi—Pork, Sweet, 10c.

Chai Tsoi—Pork, Stewed, 10c.

Chai Tsoi—Pork, Stewed,

## SIR HENRY BLAKE ON THE PEERS.

The following letter from Sir Henry Blake appeared in the *Times* on March 23rd:

Sir.—While the Peers have given abundant proof of the superiority in debating power of the hereditary Chamber compared with the House of Commons, and having justified their existence in their present form are now proceeding to consider drastic changes of extraordinary importance with a view of strengthening the Second Chamber in the estimation of the democracy, the Government have, it is understood, drafted a proposal for the practical destruction of the House of Lords as an effective branch of the Constitution, and the creation of a fancy Second Chamber designed as to gear with the cogs of the party machine, leaving practically no check upon the most hasty or ill-considered legislation but the Veto of the Sovereign, which would involve risks that no prudent statesman could contemplate without the gravest apprehension.

Were the issue to be decided by Great Britain a solution satisfactory to moderate men might be expected; but the Irish Nationalist Party found themselves in a dominant position, and for a time held the Government at their mercy. The Budget must be modified, but first the destruction of the Veto of the House of Lords must be assured on pain of defeat and dissolution. This was the time of heroic pose by Mr. Redmond. But with the knowledge that the Opposition did not desire an immediate appeal to the country there was a quick change. The tail no longer wagged the dog, and Mr. Redmond came to heel as observers of his tactics expected, and at what a price for Ireland! Of the *journeymen* who know nothing, but after a series of rapid changes, rarely equalled and never exceeded in political temerity, Mr. Asquith has decided that the Veto resolution will first be taken, while at Newhaven, on the 16th inst., Mr. Redmond declared as follows, as reported in *The Times* of yesterday:

"On behalf of the Irish Party, he offered in the House of Commons to accept the Budget in one hour to-morrow, or any day it was brought forward, without the change of one comma, so long as they had the assurance that the Government would be able effectively to deal with the Veto of the House of Lords."

We have at last the definite statement that Mr. Redmond and his followers are prepared to accept the Budget proposals, notwithstanding that it means a serious addition to the taxation of Ireland. I hope that the people of Ireland will remember the fact at the election that cannot be long delayed.

I congratulate Mr. Asquith upon his successful manipulation of the Irish Nationalist Party. Granting the Veto resolution carried, further, granting the Veto of the Second Chamber destroyed—the Home Rule Party will not have advanced a single step towards the attainment of their desire. No Government will dare to grant Home Rule until the question has been definitely laid before the constituencies and a mandate given upon it. The existence or extinction of the House of Lords is indifferent, for if the majority of the constituencies returned members in favor of Home Rule on a definite question the existing House of Lords would pass the measure, as they would now pass the Budget if the Government dared to propose it to the present House of Commons; while if the British people are opposed to it even the absence of a Second Chamber would not secure it.

I write as a Unionist from the conviction that Home Rule would not conduce to the benefit of the Empire, or of Ireland. I acknowledge that there are many as honest in their conviction who favour Home Rule, with an equal desire that the Empire should not suffer. It behoves them to remember that no measure of local government yet formulated conferred upon the proposed Irish Legislature, or Council, the power of interference with Customs or Excise or existing taxes. Therefore, for the problematic acceptance of Irish Home Rule by the British people Mr. Redmond and his party are pledged to accept increased taxation in various directions, and touching almost every industry. If his views represent those of the Irish people who have returned his party to Parliament, their mouths are closed from ever again raising a protest against over-taxation of Ireland. I am, Sir, your obedient servant,

HENRY A. BLAKE.

Myrtle Grove, Youghal, March 13.

## SOUR MILK CURE.

To Professor Metchnikoff, head of the Pasteur Institute in Paris, belongs the credit of having discovered a true elixir of life. Was not "rare Ben Jonson" who sang:

"In eight and twenty days  
He'll make an old man of fourscore a child?"

An adaptation of the line might be written in honour of the alchemist of the Pasteur Institute.

Metchnikoff has, indeed, done more than transmute base metal into gold. He has opened up a golden vista of long life and perfect health to old men and maidens, young men and children. He proved to the satisfaction of scientists and doctors that the lower intestine is crowded with millions of putrefactive germs, which work their wicked will unchecked on the human system, and produce disease. After prolonged research he found a means of destroying these germs, namely, by the introduction of a pure lactic acid culture into the intestine; in popular language, he invented the sour milk cure.

A keen demand arose for milk scientifically soured by a lactic acid ferment; but, people soon found that this was not an agreeable diet, whatever its health-giving properties may have been; moreover, it was impossible for the public to know whether the sour milk supplied to them was soured with a pure culture, or whether its acidity was due to exposure and decomposition. In the latter case, as was shown by a report published recently in *The Daily Chronicle*, the cure is worse than the disease.

A scheme for guarding against dangers such as this has been prepared by Messrs. Aplin & Barrett, the famous West Country firm of St. Ivel Dairy specialists, who, after various experiments, have given to the public:—

1. The pure culture of the *Bacillus Bulgaricus* (of *Musco*) which is the only one that Professor Metchnikoff recommends.

2. In a form which is palatable and easily assimilated.

3. At a price which will place it within the reach of the poorest in the land.

They have introduced the *Bacillus Bulgaricus* into their cheese which they have named Lactic St. Ivel Cheese; and every packet of it contains the culture in a vigorous and active form. It retains all the delicious qualities of the ordinary St. Ivel cheese, whilst hidden away in it is the army of whitening germs, which mingle with the digestive juices and, so to speak, wage relentless war on the pernicious germs in the lower intestine. The battle ends in a victory for the *Bacillus Bulgaricus*, and the effect on the consumer of the cheese is improved health and long life.

The lactic acid culture is obtained by Messrs. Aplin & Barrett from the laboratory of one of the leading London hospitals, and, combined with the milk from the fertile plains round Yeovil, the centre of the St. Ivel cheese industry, rapidly develops the pure culture. Every

monthful of the cheese means an addition of new lactic acid germs to replace those whose life work in the human system has been completed. Dr. Samuel Ridal, D.Sc., and Dr. Walter Thorp, B.Sc., have pronounced favourably on this method of taking lactic acid culture.



SENDS HIS PHOTOGRAPH TO SHOW HOW WELL HE IS LOOKING NOW.

SENIOR NUNES OF MACAO THANKFULLY WRITES OF HIS CURE FROM CHEST TROUBLE AND RHEUMATISM BY DR. WILLIAMS' PINK PILLS.

Every morning's post brings to the various offices of the Dr. Williams' Medicine Co. throughout the World letters from grateful people telling how they themselves, or some loved members of their family, have been saved from suffering, and made strong and well by Dr. Williams' Pink Pills, the great Blood and Nerve Tonic medicine with the twenty years' reputation.

The letter which follows is of special interest to people in the Far East, because it comes from Senhor Jose Nunes, of the College of St. Joseph at Macao, South China. Translated from the Portuguese, Senhor Nunes' letter reads as follows, as reported in *The Times* of yesterday:

"I come by means of this to thank you for the good that Dr. Williams' Pink Pills have done me. I was treated with various medicines by several doctors, but without finding a cure; it was only by the use of Dr. Williams' Pink Pills for Pale People that I succeeded in being cured."

"My ailments were; swollen legs and feet, chronic bronchitis, asthma, rheumatism and poverty of blood. Before commencing to take Dr. Williams' Pink Pills I had suffered for seven years from these maladies, and weighed only 180 lbs. To-day I am perfectly well and my weight is 209 lbs.

"I purchased Dr. Williams' Pink Pills at the Dispensary of Dr. Franco in this city of Macao. Enclosed I send you my photograph. If you think that the publication of this letter will be of any use you are at liberty to do so."

Remarkable as it may seem, there is nothing extraordinary in the fact that Dr. Williams' Pink Pills cured Senhor Nunes of the maladies he mentions.

As is proved by his weight he is a man of good physique, and therefore the good rich red health-giving blood supplied by Dr. Williams' Pink Pills for Pale People speedily strengthened his lungs, drove out the poisonous soil, which was the cause of his Rheumatism, and built up his weakened system.

In the same simple way—by their unique purifying and at the same time strengthening action on the blood—these Pills have cured thousands of cases of Anemia, Debility, Malaria, Indigestion, Liver Complaint, Back-pains, Lumbago, Sciatic, Purpura, Beriberi, Eczema and Skin Eruptions, as well as those special aches and ills only women know. Obtainable from medicine vendors everywhere, also from the Dr. Williams' Medicine Co. 84, Szechuan Road, Shanghai. I bottle for \$1.50, 6 bottles for \$8 post free.

## CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every Sunday.

ST. PETER'S CHURCH, Queen's Road West—3rd Sunday after Easter, 17th April. Matins, 11 a.m. Vespers, Croch, Psalms, Smith, Wallace, Bimblett, Te Deum, Lawes, Hayes, Hopkins, Kyrie, Vincent, Hymns, 354, 363, 370, and 528; Holy Communion, 12.15 p.m. Evensong—Psalm, Hayes, Woodward, Monk; Magnificat, Cambridge, 12th a.m.; Nunc Dimittis, Foster, Hymns, 407, 503, 505 and 55.

The Church launch "Dayspring" will call on ships carrying white crews to bring friends to the services between 8.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 120 a.m. and 5 p.m. returning afterwards) The "Angelus" Peasant is the call flag. All the sitting room and front are unappropriated. Visitors welcome. Books etc., provided.

UNION CHURCH, Kennedy Road—Minister—Rev. G. H. Fielding. 11 a.m. Worship, Hymns, 20, 231, 237, Psalm, 34 (St. Ethelreda); Anthem "Ye shall dwell in the land" (Stainer). 4 p.m. Sunday Schools 6 p.m. Worship; Psalm, 109, Hymns 219, 237, 371.

WESLEYAN METHODIST CHURCH, Wan Chai—Sunday Service 10.15 a.m. 6.00 and 8 p.m. Preacher: Rev. J. A. A. Baker.

SAILORS AND SOLDIERS' HOME, Arsenal Street—Sunday, 8 p.m. P. S. A. 8 p.m. Gospel Meeting conducted by Capt. Baker. Monday 8 p.m. Fellowship Meeting. Wednesday, 8 p.m. (returning afterwards) The "Angelus" Peasant is the call flag. All the sitting room and front are unappropriated. Visitors welcome. Books etc., provided.

ST. JOHN'S CHURCH, Kowloon—3rd Sunday after Easter, 17th April, 1910. Morning Service at 11 a.m., Holy Communion at Noon, Sunday School at 2.30 p.m. in British School. Evening Service at 6 p.m. Services on Sundays are—Holy Communion on 1st, 3rd and 5th Sundays at noon on 2nd and 4th Sundays at 8 a.m. Morning Prayer at 11 a.m., Evening Prayer at 6 p.m. Children's Service on 1st Sundays of every alternate month at 8 p.m.

ST. JOHN'S CATHEDRAL, Hongkong—8 a.m. Sunday after Easter, 17th April, 1910. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Festival of Venice, Croch, Psalms of the 1st morning. Te Deum, Gaudia, in Fide, Jubil, (Ariyon; Antiphon, "Laudate in sanctis" (Novello); Hymnus 524 and 530 (2nd Turn); Psalm 100; The Hymn in Kwangsi and Hunan; (Dr. Bantister N.B.) Psalm 86, Verses 1, 6, 10, 14 and 18 in unison Psalm 65, Verses 1, 4, 9, 10 and 17 in unison Psalm 83, Verses 1, 6, 10, 14 and 18 in unison Holy Communion (12 noon) Evensong (5.45 p.m.) Responses, Ferial, Psalm, of the 17th evening, (11 a.m.) Magnificat, Honley (7th morning); Nunc Dimittis, Tantum (2nd morning); Hymns, 298, 249 and 271; Preacher: The Bishop of Victoria, N.B.—Psalm 86, Verses 1, 2, 9, 16, 19, 20, 31, and 45 in unison.

PRINTING.

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS" PRINTING WORKS

turn out the best Printing at Reasonable Prices

## HONGKONG SHARE MARKET.

Meers, Vernon & Smyth in their weekly share report dated April 15th state:—

Business in "local stocks has been" active throughout the past week, and rates generally have been well maintained, in some instances showing further appreciation. "Rubbers" are recovering in London and a firmer feeling has set in locally in sympathy with the home market. A fairly large business has again to be reported upon, the market closing buoyant, and at considerably improved rates upon the lowest touched. The latest quotation for Fine Hard Para Rubber wired per Reuter is 12/3 per lb. on Shanghai at 74/- T.T. Bar Silver is quoted at 24d per oz.

BANKS—Hongkong and Shanghai have been fixed in fair quantities at 87½ to 88½, closing steady at the higher rate with probable sellers. London has improved to 89½ ds. Nationals continue in demand at 87½, but no business is reported.

MARINE INSURANCES—Cantons have been booked at 81½ and close in request. Other stocks under this head are quicker and unchanged at last quotations.

FIRE INSURANCES—Hongkong has improved to 83½ with sales, and China to 81½ with sales and further buyers.

SHIPPING—Hongkong, Canton and Macao are quiet but steady at 83½. Indo-Chinas, after advancing to 87½, are somewhat easier with a few shares probably obtainable at 87½. China and Manilas have been done at 88 to 89½, market closing without feature at the latter. Douglas continue in request at 83½ and Shell Transports at the improved rate of 95½ after sales.

REFINERIES—China Sugars have ruled firm during the week, and close with buyers at 81½. Lutong are on offer at 82½.

MINING—Rubbers have again been done at 88½, and more shares are wanted. Charbonnages and Chinese Engineering are unchanged and without business.

DOCKS, WHARFES AND GODOWNS—Hongkong and Whampoa Docks have advanced to 83½ with sales and probable buyers at the rate. Kowloon Wharves have declined to 89 sellers, and Shanghai Docks to 81½ sellers. Shanghai and Hongkew Wharves are unchanged at 81½, and New Amye Docks at 89.

LANDS, HOTELS AND BUILDINGS—Hongkong Lands are quiet with sellers at 81½. Humphrys Estates are wanted at 83½ and Kowloon Lands at 82½. West Points have been booked at the reduced rate of 840. Hongkong Hotels are quiet but steady at 81½ and 83½ for the old and new issues, respectively.

COTTON MILLS—Ewes are easier in the North of Tls. 140. Hongkong has again been done at 86½, and are in further request.

MISCELLANEOUS—China-Borneos have improved to 81½ with sales. China Providents have been done and are wanted at 83½. There are buyers of Dairy Farms at 81½, Electricians at 82, China Lights at 82, and Watsons at 86½. Ropes are reported to have been sold at 82½, but at this there are sellers. Langkawi wire from Shan-tai are quoted Tls. 1,475 sales.

RUBBERS—Anglo-Malays have improved in London to 37½, and Lingling to 70. Batu Tigras

have advanced steadily from 12½/6 to 13½/6 and close with buyers at the latter rate. United Sardines have been done at 167½ to 175½, closing firm. Ledbury have been done up to 13½/6, but at this rate there are now sellers. Alangara are in demand and are now quoted at 9½ buyers.

CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every

Sunday.

ST. PETER'S CHURCH, Queen's Road West—3rd Sunday after Easter, 17th April. Matins, 11 a.m. Vespers, Croch, Psalms, Smith, Wallace, Bimblett, Te Deum, Lawes, Hayes, Hopkins, Kyrie, Vincent, Hymns, 354, 363, 370, and 528; Holy Communion, 12.15 p.m. Evensong—Psalm, Hayes, Woodward, Monk; Magnificat, Cambridge, 12th a.m.; Nunc Dimittis, Foster, Hymns, 407, 503, 505 and 55.

The Church launch "Dayspring" will call on ships carrying white crews to bring friends to the services between 8.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 120 a.m. and 5 p.m. returning afterwards) The "Angelus" Peasant is the call flag. All the sitting room and front are unappropriated. Visitors welcome. Books etc., provided.

UNION CHURCH, Kennedy Road—Minister—Rev. G. H. Fielding. 11 a.m. Worship, Hymns, 20, 231, 237, Psalm, 34 (St. Ethelreda); Anthem "Ye shall dwell in the land" (Stainer). 4 p.m. Sunday Schools 6 p.m. Worship; Psalm, 109, Hymns 219, 237, 371.

WESLEYAN METHODIST CHURCH, Wan Chai—Sunday Service 10.15 a.m. 6.00 and 8 p.m. Preacher: Rev. J. A. A. Baker.

SAILORS AND SOLDIERS' HOME, Arsenal Street—Sunday, 8 p.m. P. S. A. 8 p.m. Gospel Meeting conducted by Capt. Baker. Monday 8 p.m. Fellowship Meeting. Wednesday, 8 p.m. (returning afterwards) The "Angelus" Peasant is the call flag. All the sitting room and front are unappropriated. Visitors welcome. Books etc., provided.

ST. JOHN'S CHURCH, Kowloon—3rd Sunday after Easter, 17th April, 1910. Morning Service at 11 a.m., Holy Communion at Noon, Sunday School at 2.30 p.m. in British School. Evening Service at 6 p.m. Services on Sundays are—Holy Communion on 1st, 3rd and 5th Sundays at noon on 2nd and 4th Sundays at 8 a.m. Morning Prayer at 11 a.m., Evening Prayer at 6 p.m. Children's Service on 1st Sundays of every alternate month at 8 p.m.

ST. JOHN'S CATHEDRAL, Hongkong—8 a.m. Sunday after Easter, 17th April, 1910. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Festival of Venice, Croch, Psalms of the 1st morning. Te Deum, Gaudia, in Fide, Jubil, (Ariyon; Antiphon, "Laudate in sanctis" (Novello); Hymnus 524 and 530 (2nd Turn); Psalm 100; The Hymn in Kwangsi and Hunan; (Dr. Bantister N.B.) Psalm 86, Verses 1, 6, 10, 14 and 18 in unison Psalm 65, Verses 67, Verses 1, 4 and G. P. in unison; Psalm 83, Verses 1, 6, 10, 14 and 18 in unison Psalm 65, Verses 67, Verses 1, 4, 9, 10 and 17 in unison Psalm 83, Verses 1, 6, 10, 14 and 18 in unison Holy Communion (12 noon) Evensong (5.45 p.m.) Responses, Ferial, Psalm, of the 17th evening, (11 a.m.) Magnificat, Honley (7th morning); Nunc Dimittis, Tantum (2nd morning); Hymns, 298, 249 and 271; Preacher: The Bishop of

## SHIPPING.

## ARRIVALS.

ASSAYE, British str., 7,000, Owen Jones, R.N.R., 15th April—Shanghai 12th April, General P. & O. S. N. Co.  
CHINGTUO, Chinese str., 1,469, Joers, 14th April—Swatow 10th April, Rice, Wallom & Co.  
CARL DIEDERICHSEN, German str., 774, J. Kuyser, 15th April—Hapshing and Hohow 14th April, General-Jensen & Co.  
CYCLOPS, British str., 5,747, J. H. D. Hazelton, 15th April—Liverpool 23rd January and Singapore 9th April—Butterfield & Swire.  
FRITHJOF, Norwegian str., 891, O. Anderson, 15th April—Hapshing 12th April, General—Asgaard, Thorsen & Co.  
HAIMUN, British str., 636, J. W. Evans, 15th April—Swatow 14th April, General—Douglas, Lapraik & Co.  
HONGSES, British str., 2,056, Holme, 15th April—Singapore 9th April, General—Wen Lin.  
KWANTAN, Chinese str., 15th April—Canton, Ningpo, British str., 1,263, Pickard, 15th April—Swatow 14th April—Butterfield & Swire.  
TAIKOAN MARU, Jap. str., 1,994, I. Fukui, 14th April—Moy 7th April, Coal—Mitsui Bussan Kaisha.  
TAMING, British str., 1,350, G. H. Pennefather, 15th April—Manila 12th April, Sugar and Hemp—Butterfield & Swire.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

Assaye, British str., for Europe, &c.  
Cheungshing, British str., for Swatow.  
Chowta, German str., for Bangkok.  
Ningpo, British str., for Saigon.  
Eubo, British str., for Manila.  
Tungshing, British str., for Hoihow.  
Vladimir, Russian str., for Odessa.

## DEPARTURES.

15th April.  
BARTON, British str., for Moji.  
CHILD, Norwegian str., for Swatow.  
HAITAN, British str., for Kobe.  
HIBANO MARU, Japanese str., for Kobe.  
HOTSANG, British str., for Bangkok.  
J. DIEDERICHSEN, German str., for Hohow.  
JAPAN, British str., for Shanghai.  
KWEILANG, British str., for Canton.  
LOONGSAO, British str., for Amoy.  
MNEAP, Dutch str., for Manila.  
SHIBETOU MARU, Japanese str., for Takao.  
YAWATA MARU, Japanese str., for Australia.

## SHIPPING REPORTS.

The British str. Hainan reports: Mod. breeze and fine.  
The British str. Towing reports: Moderate N.E. winds and sea, fine clear weather throughout.

## VESSELS IN DOCK.

April 15th.  
KOWLOON DOCK—H.M.P.M.S. Patria, 1000t., Taiwan, H.M.S. Hart, Atlas, Kyed, 1000t., Snach.  
Empress of China, 5,000t., Snach.  
COSMOPOLITAN DOCK—Tungus.  
TAIKOO DOCK—Hongyang, Taiyuan.

## VESSELS ON THE BERTH

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"ABEATOON APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 16th inst. at Noon.  
For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents.  
Hongkong, 14th April, 1910. 1535

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

## THE Company's Steamship

"CHINA," Captain Berguinan, will leave for the above places on TUESDAY, the 10th inst.  
This steamer has ample accommodation for passengers, electric light, carries a doctor and a stewardess.

For Freight or Passage, apply to Sander, Wielker & Co., Agents, Princes' Building, Hongkong, 13th April, 1910. [3]

THE Steamship  
"LIGHTNING," Captain A. E. Gondles, will be despatched for the above ports on WEDNESDAY, the 20th inst. at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents, Hongkong, 14th April, 1910. [536]

"SHIRE" LINE OF STEAMERS, LIMITED.  
For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship  
"GLAMORGANSHIRE," Captain H. C. Norris, will be despatched as above on or about 21st April.  
For Freight or Passage, apply to JARDINE, MATTHESON, & Co., LTD., Agents, Hongkong, 3rd March, 1910. [359]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VEHICLE'S NAME.	FLAG & BIG.	DEP.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co., P. & O. S. N. Co., Ltd.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co., Ltd.	About 20th inst.
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE	Brit. str.	k. w.	H. C. Norris	JARDINE, MATTHESON & Co., LTD.	About 21st inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LAESZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESA	Ger. str.	k. w.	Girstanbräu	HAMBURG-AMERICA LINE	On 10th May.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Salmer	HAMBURG-AMERICA LINE	On 21st May.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	MELCHERS & Co.	MELCHERS & Co.	End of May.
TRANQUILBAR	TRANQUILBAR	Dan str.	—	Messageries Maritimes	Messageries Maritimes	On 25th inst., at 1 P.M.
OCEANIEN	OCEANIEN	Fren str.	—	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 25th inst.
AMBRIA	AMBRIA	Ger. str.	k. w.	NIPON YUSEN KAISHA	NIPON YUSEN KAISHA	On 27th inst., at D'light
KITANO MARU	KITANO MARU	Jap. str.	—	T. L. Harrison	NIPON YUSEN KAISHA	On 11th May, at D'light
HIKARO MARU	HIKARO MARU	Jap. str.	—	H. Fraser	NIPON YUSEN KAISHA	On 25th May, at D'light
CATHAY	CATHAY	Dan str.	—	F. v. Binzer	MELCHERS & Co.	Beginning of May.
PRINZ LUDWIG	PRINZ LUDWIG	Aus. str.	—	Raidich	SANDER, WIELER & Co.	On 20th inst., at Noon.
AUSTRIA	AUSTRIA	Aus. str.	—	ARNHOLD, KARBERG & Co.	ARNHOLD, KARBERG & Co.	On 26th inst.
INVERIC	INVERIC	Brit. str.	—	DODWELL & Co., LTD.	DODWELL & Co., LTD.	On 1st May.
EBROLL	EBROLL	Brit. str.	—	TOYOKIEN KAISHA	TOYOKIEN KAISHA	On 19th May.
NEW YORK	NEW YORK	Brit. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 5th May.
NEW YORK & BOSTON	NEW YORK & BOSTON	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	On 23rd inst., at 6 P.M.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	1 m.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	On 24th May, at Noon.
MONTEAGLE	MONTEAGLE	Jap. str.	—	NIPON YUSEN KAISHA	NIPON YUSEN KAISHA	On 24th May, at Noon.
INADA MARU	INADA MARU	Jap. str.	—	K. Kawara	OSAKA SHOSEN KAISHA	On 20th inst., at Noon.
TAMIA MARU	TAMIA MARU	Jap. str.	—	K. Sato	OSAKA SHOSEN KAISHA	On 27th inst., at Noon.
SEATTLE MARU	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 21st inst., at 4 P.M.
BUYO MARU	BUYO MARU	Jap. str.	1 m.	TOYOKIEN KAISHA	TOYOKIEN KAISHA	On 21st inst., at D'light
TAIYUAN	TAIYUAN	Brit. str.	—	M. Raesener	MELCHERS & Co.	On 22nd inst., at D'light
COBLENZ	COBLENZ	Brit. str.	—	M. Yagi	NIPON YUSEN KAISHA	On 13th May, at Noon.
NIKKO MARU	NIKKO MARU	Jap. str.	—	M. Windeler	NIPON YUSEN KAISHA	On 10th June, at Noon.
KUMANO MARU	KUMANO MARU	Jap. str.	—	F. E. Iske	NIPON YUSEN KAISHA	On 11th May, at Noon.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	A. Christiansen	MELCHERS & Co.	On 20th inst., at D'light
KOBE & YOKOHAMA	KOBE & YOKOHAMA	Dut str.	—	Bouman	JAVA-CHINA-JAPAN LINE	On 20th inst., at 3 P.M.
JAPAN	JAPAN	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	To-morrow, at Daylight
TSINGTAU, WEIHAIWEI, CHEFOO & NEWCHWANG	TSINGTAU, WEIHAIWEI, CHEFOO & NEWCHWANG	Brit. str.	1 m.	C. McClymont-Liddell	JARDINE, MATTHESON & Co., LTD.	To-morrow, at Daylight
TIENTSIEN VIA SWATOW, TSINGTAU & WEIHAIWEI	TIENTSIEN VIA SWATOW, TSINGTAU & WEIHAIWEI	Brit. str.	1 m.	A. E. Sandbach	JARDINE, MATTHESON & Co., LTD.	On 19th inst., at Noon.
SHANGHAI	SHANGHAI	Brit. str.	—	Berggård	SANDER, WIELER & Co.	On 19th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	M. Dawson	MESSEGERIES MARITIMES	About 19th inst., P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Brit. str.	—	H. Raesener	MELCHERS & Co.	About 20th inst.
SHANGHAI	SHANGHAI	Brit. str.	k. w.	Y. Fuseno	TOYOKIEN KAISHA	On 21st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI, KOBE & YOKOHAMA	Brit. str.	—	W. H. S. Hall, R.N.R.	JARDINE, MATTHESON & Co., LTD.	On 21st inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	Brit. str.	—	M. B. Lake	P. & O. S. N. Co.	On 21st inst., at 8 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Brit. str.	—	A. Harris	JARDINE, MATTHESON & Co., LTD.	On 22nd inst., at Noon.
SHANGHAI, KOBE & MOJI	SHANGHAI, KOBE & MOJI	Brit. str.	—	S. J. G. Parsons	BUTTERFIELD & SWIRE	On 24th inst., at D'light
CHINEUA	CHINEUA	Brit. str.	—	G. W. Gordon, R.N.R.	NIPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
BUELOW	BUELOW	Brit. str.	—	E. F. Passmore	P. & O. S. N. Co.	On 24th inst., at 4 P.M.
YATSHING	YATSHING	Brit. str.	1 m.	H. Raesener	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SILESIA	SILESIA	Brit. str.	—	Y. Kawakami	HAMBURG-AMERICA LINE	On 26th inst.
BUJUN MARU	BUJUN MARU	Jap. str.	—	W. C. Passmore	JAVA-CHINA-JAPAN LINE	On 27th inst., at 4 P.M.
BORNEO	BORNEO	Brit. str.	—	Hodgins	DOUGLAS LAPEAK & Co.	On 28th inst., at 4 P.M.
NAMANG	NAMANG	Brit. str.	1 m.	A. Fraser	DOUGLAS LAPEAK & Co.	On 29th inst., at 4 P.M.
DALIN MARU	DALIN MARU	Jap. str.	—	P. Penfather	SHEWAN, TOME & Co.	On 29th inst., at 4 P.M.
CHENAN	CHENAN	Brit. str.	1 m.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
PEKING	PEKING	Brit. str.	—	A. W. Underbridge	JADEINE, MATTHESON & Co., LTD.	On 29th inst., at 4 P.M.
TJILIWONG	TJILIWONG	Brit. str.	—	S. J. Payne	SHEWAN, TOME & Co.	On 29th inst., at 4 P.M.
HAICHING	HAICHING	Brit. str.	2 h.	F. Semill	MELCHERS & Co.	On 29th inst., at 4 P.M.
HAIYUN	HAIYUN	Brit. str.	2 h.	A. Mocker	NIPON YUSEN KAISHA	On 29th inst., at Noon.
BUBI	BUBI	Brit. str.	1 m.	W. D. A. Thomas	DAVID SASSOON & Co., LTD.	On 29th inst., at Noon.
TAMING	TAMING	Brit. str.	—	A. E. Gondles	DAVID SASSOON & Co., LTD.	On 29th inst., at Noon.
YUENBANG	YUENBANG	Brit. str.	—	Zwart	JADEINE, MATTHESON & Co., LTD.	On 27th inst., at Noon.
YUENBANG	YUENBANG	Brit. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
TEAN	TEAN	Brit. str.	—			
LOONGSANG	LOONGSANG	Brit. str.	—			
BORNEO	BORNEO	Brit. str.	—			
HAKATA MARU	HAKATA MARU	Jap. str.	—			
ARRATOON APCAR	ARRATOON APCAR	Brit. str.	—			
FOORANG	FOORANG	Brit. str				

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	ASSAYE	Noon, 16th April	See Special of Call.
LONDON and ANTWERP	ANTWERP	17th April	Capt. Owen Jones, R.N.R.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLE	NILE	About 20th April	Freight and Passage.
SHANGHAI MOJI, KOBE, BORNEO, YOKOHAMA	DELHI	About 21st April	Freight and Passage.
SHANGHAI	SHANGHAI	About 28th April	Freight only.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 15th April, 1910.

**CHINA NAVIGATION CO., LTD.**

**SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 17th April, D'light
MANILA	"TAMING"	On 19th April, 3 P.M.
TSINGTAU, WEIHAIWEI, CHEFOO	"KWEIYANG"	On 20th April, 3 P.M.
SHANGHAI & NEWCHWANG	"ANHUI"	On 21st April, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st April, 4 P.M.
MANILA	"CHINHUA"	On 24th April, D'light
SHANGHAI	"TEAN"	On 26th April, 3 P.M.
MANILA	"CHENAN"	On 26th April, 4 P.M.
SHANGHAI	"S.S. LINTAN" and "S.S. SANU"	DIRECT SAILINGS TO WEST RIVER, Two Weekly.
AUSTRALIAN STEAMERS		have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
REDUCED FARES		Cargo booked through for all Australian, New Zealand and Tasmania Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS		have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
SHANGHAI LINE		FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Northern China Ports.
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.		These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, \$45 SINGLE and \$90 RETURN.		TELEPHONE 36.
For Freight or Passage apply to—		BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 16th April, 1910.		10

**EAST ASIATIC CO., LTD.**  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI  
**RUSSIAN EAST ASIATIC CO., LTD.**  
ST. PETERSBURG & VLADIVOSTOCK  
**SWEDISH EAST ASIATIC CO., LTD.**  
GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.**

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	End of April.
MARSEILLE, COPENHAGEN and CATHAY		Beginning of May.
BALTIC PORTS		End of May.
COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	End of May.

For Further Particulars apply to MELCHERS &amp; CO., AGENTS.

**INDO-CHINA S. NAV. CO., LTD.**

**PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, TSINGTAU & WEIHAIWEI	"CHEONGSHING"	Sunday, 17th April, D'light
SHANGHAI	"HANGSHANG"	Tuesday, 19th April, Noon.
SHANGHAI, KOBE & MOJI	"YATSHING"	Thursday, 21st April, Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 22nd April, Noon.
MANILA	"YUENSANG"	Friday, 22nd April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 27th April, Noon.
MANILA	"LOONGSANG"	Friday, 29th April, 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.  
The Steamers "KURSANG," "NAMHANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD.

GENERAL MANAGER [14]

**DOUGLAS STEAMSHIP CO.  
LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIMUIN," Capt. Evans	SWATOW	SUNDAY, 17th April, at 10 A.M.
"HAIYANG," Capt. A. E. Hodges	SWATOW, AMOY and FOOCHOW.	TUESDAY, 19th April, at 10 A.M.
"HAICHING," Capt. W. C. Pasmore	SWATOW, AMOY and FOOCHOW.	FRIDAY, 22nd April, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

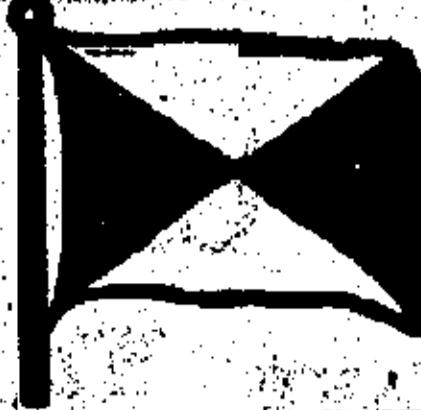
For Freight and Passage apply to DOUGLAS, LAPRAIK &amp; CO., GENERAL MANAGERS.

Hongkong, 16th April, 1910.

19

THE HONGKONG DAILY PRESS, SATURDAY, APRIL 16TH, 1910.

**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**



STEAMERS FOR CHINA AND MANILA.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BUBI	2540	A. Fraser	Manila	On 16th April, Noon
ZAFIRO	2540	R. Rodger	Manila	On 23rd April, Noon

For Freight or Passage apply to SHEWAN, TOMEY &amp; CO., General Managers. [12]

Hongkong, 11th April, 1910.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th April, 1910.

11

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 20th April, at Noon.
	"CHICAGO MARU"	6,182	WED'DAY, 18th May, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, & AMOY	"DALIJIN MARU"	SUNDAY, 17th April, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 21st April, at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

**THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.**

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONEY EXCHANGED.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION

PLAYS of 1910, and the ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East—

16, DES VIEUX ROAD, HONG KONG.

Japan Office.

14, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

**O. B. BEER**

**GUARANTEED ABSOLUTELY PURE.**

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

**THE BEST AND MOST WHOLESOME TONIC IS BOCK BEER**

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

**ORIENTAL BREWERY, LTD.,**

55 &amp; 57, DES VIEUX ROAD.

[53]

**SHIPPING IN PORT.**

STEAMERS.

ABEATOKA AFCA, British str., 2931, W. D. A. Thomas, 8th April—Kobe 1st April, Coal and General—David Saseco &amp; Co.

BANGKOK, German str., 1,237, F. Nicolai, 12th April—Bangkok 4th April, Rice and Meal—Yuen Fat Hong.

